

FDOT

TRANSPORTATION
SYMPOSIUM

2019

**Doing More with Less:
Implementing Complete Streets
through Resurfacing Projects**

Stephen Benson and Kelli Bradley

Presentation Outline

- Why Complete Streets?
- Screening resurfacing candidates
- Building “goes-with” scopes and identifying funding
- Work program best practices
- Lessons learned
- Recent projects

What is Complete Streets?

- FDOT's **approach** to plan, design, construct, reconstruct, and operate the transportation system
- Serve the transportation needs of **users** of all ages, abilities, and modes
- **Context-Based**
- Provide a transportation **system** responsive to local land development patterns



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.


Ananth Prasad, P.E.
Secretary

What is Complete Streets?



FDOT Context Classifications

Why Complete Streets?

Improve Safety, Support Economic Development and Create Quality Places through integrated land use and transportation



FDOT's Mission...
"provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities"



Why Complete Streets?

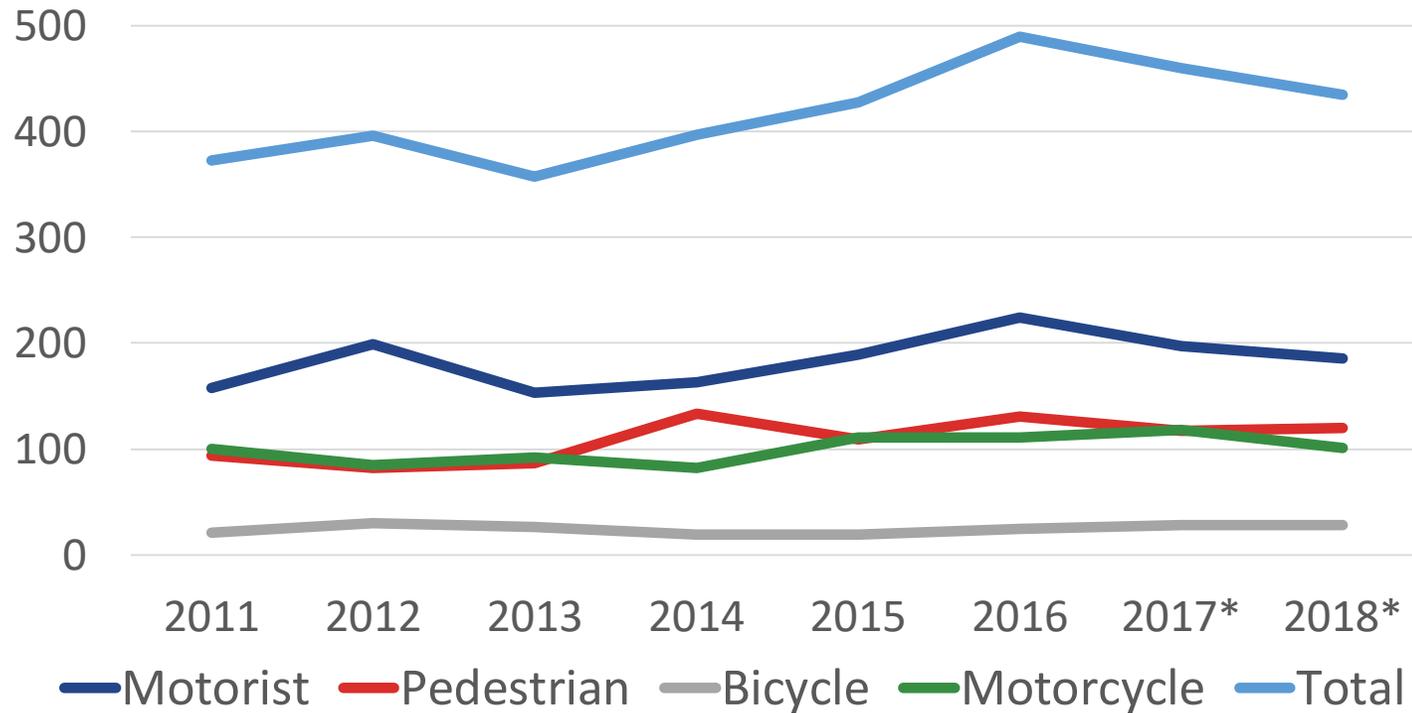
Florida Transportation Plan Goals

- **Safety** and security for residents, visitors, and businesses
- Agile, resilient, and quality infrastructure
- Efficient and reliable mobility for people and freight
- More **transportation choices** for people and freight
- Support Florida's global **economic competitiveness**
- Support **quality places to live, learn, work, and play**
- Enhance Florida's environment and conserve energy



Why Complete Streets?

Districtwide Fatalities



Vision: Zero Deaths



Florida Rated Most Dangerous State for Pedestrians

The last two years on record (2016 and 2017) were the most deadly years for people killed by drivers while walking since 1990, according to the report, which ranks states and metropolitan areas around the country using Smart Growth America's "Pedestrian Danger Index."

Jan 24, 2019

Nearly 50% of pedestrian crashes occurred while a pedestrian was trying to cross the road.

21% of bike/ped crashes in District 7 ended in serious injury or death

*2017 and 2018 data unofficial at time of presentation

Why Complete Streets?

D7 State Highway System – Context Zone and Crash Distribution by Centerline Miles

Context	Centerline Miles	% Centerline Miles by Context	Ped/Bike Crashes	% Ped/Bike Crashes by Context
C1 – Natural	18	2%	8	0.1%
C2 – Rural	187	22%	110	1.9%
C2T – Rural Town	16	2%	44	0.8%
C3C – Suburban Commercial	322	38%	2,486	42.7%
C3R – Suburban Residential	191	23%	1,167	20.1%
C4 – Urban General	87	10%	1,536	26.4%
C5 – Urban Center	17	2%	364	6.3%
C6 – Urban Core	7	1%	102	1.8%

Leveraging RRR to Promote Complete Streets



- C4, C5, & C5 corridors are over-represented in crash data, especially for vulnerable road user crashes.
- Low hanging fruit have been picked.
- Opportunities to fully reconstruct C4, C5, C6 roads are rare.

Leveraging RRR to Promote Complete Streets



- The RRR program eventually touches every lane mile in the district.
- Candidate RRR projects are developed annually.
- RRR Program performance measures incentivize cost-efficiency.

Leveraging RRR to Promote Complete Streets



- Set aside district allocated funds, request MPO prioritization and pursue safety program funds when eligible.
- Screen RRR candidates annually and identify conceptual improvements.
- Identify programming strategy, potential funding sources and scenarios.

District 7 RRR Process

Existing Process

Candidate RRR List
(based on prior year pavement condition)

August

Pavement Condition Released

September

Programmed RRR List

September - December

Develop Draft Design Scope of Services

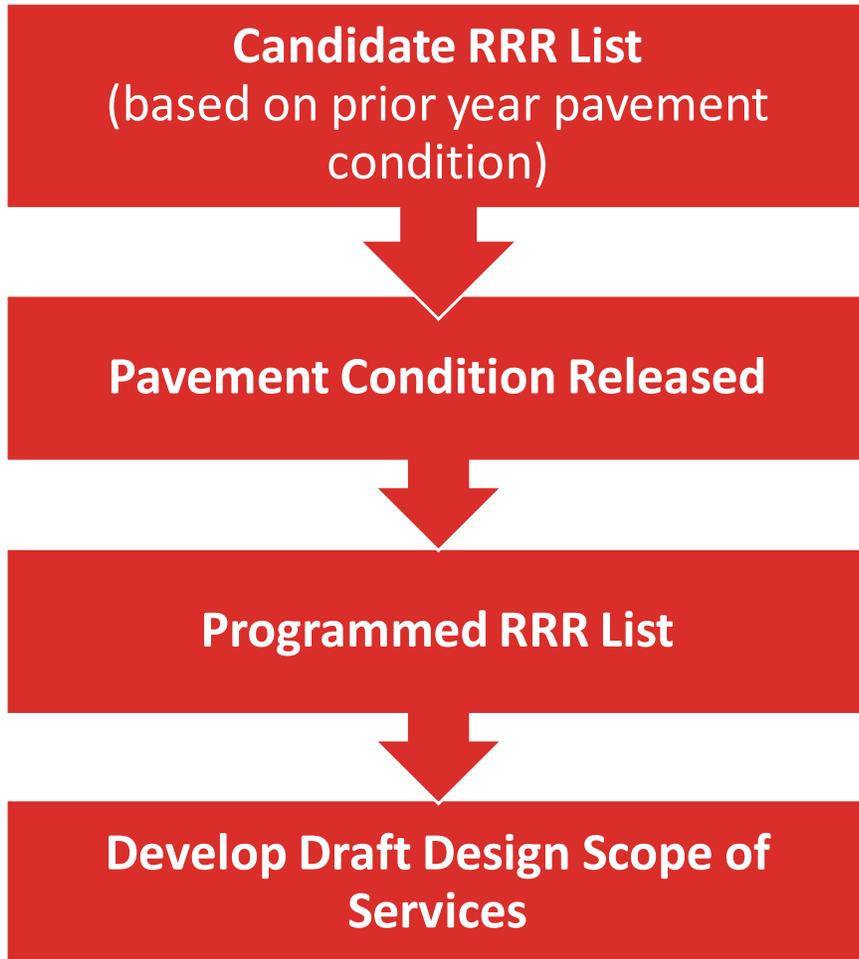
2019 PAVEMENT CONDITION SURVEY RIDE RANKINGS FOR PAVEMENTS CONSTRUCTED IN 2018 (AT LEAST 1 MILE SEGMENTS)
WITH SPEED LIMIT \geq 50 MPH
RIDE AVERAGE = 8.63

NUM	RANK	RIDE LOCAL RATING NAME	CONTRACTOR	ROADWAY ID	DISTRICT COUNTY	ITEM SEG#	AVERAGE DAILY TRAFFIC	SPEED LIMIT	TRUCKS TYPE	% SURFACE	STRUCT ASPHALT TYPE	STRUCT ASPHALT THICK INCHES	SURV LEN
1	1	9.10 I-75 (SR 93) FR S. O	PREFERRED MATERIALS, INC.	26260000	ALACHUA	4288041	78,500	70	28 FC5M	SP	3.00	6	
2	2	9.00 SR 8 (I-10) FROM EAS MAINLI	ANDERSON COLUMBIA CO., INC	53002000	JACKSON	4327401	22,000	70	34 FC5M	SP	2.75	6	
3	2	9.00 RESURFACE TPK	MIDDLESEX PAVING, LLC	92471000	OSCEOLA	4328271	65,400	70	15 FC5M	SP	2.75	6	
4	2	8.90 SR 471 FROM S OF UNW	ANDERSON COLUMBIA CO., INC	18110000	SUMTER	4356621	3,200	70	32 FC125HP	SP	3.00	9.165	
5	5	8.90 I-75 (SR 93) FROM NO	ANDERSON COLUMBIA CO., INC	58040000	SANTA ROSA	2204424	11,500	60	12 FC5M	SP	2.75	7.5	
5	5	8.90 SR200(US301) FROM CA	PEAVY & SON CONSTRUCTION C	28010000	PASCO	2587362	64,000	55	23 FC5M	SP	2.75	9.60	
5	5	8.90 SR 10 (US 90) FROM G	ASTALDI CONSTRUCTION CORP.	55060000	LEON	4323151	17,900	70	9 FC5M	SP	3.25	9.80	
9	9	8.80 I-75 (SR93) FROM CHA	ANDERSON COLUMBIA CO., INC	71010000	SARASOTA	4362571	51,000	55	16 FC5M	SP	3.00	5.067	
9	9	8.80 SR15(US17) FROM SWEA	ANDERSON COLUMBIA CO., INC	26060000	CLAY	4130442	10,500	60	26 FC5	SP	4.75	2.200	
9	9	8.80 SR 8 (I-10) FROM RA	V. E. WHITEHURST & SONS, I	26060000	ALACHUA	4323111	24,500	65	19 FCS	SP	3.00	7.044	
10	10	8.70 SR 83 (US 331) FROM	PHOENIX CONSTRUCTION SERVI	57002000	OKALOOSA	2206637	28,283	70	21 FC5M	SP	4.75	4.370	
15	13	8.70 SR 8 (I-10) FROM SR	ANDERSON COLUMBIA CO., INC	48260000	WALTON	4322691	16,500	55	10 FC5M	SP	2.00	11.466	
16	13	8.70 SR 482 (SAND LAKE RD	ANDERSON COLUMBIA CO., INC	75002000	ALACHUA	4344261	13,600	70	11 FC5M	SP	2.671	5.171	
17	13	8.70 I-75 S OF MOCCASIN W	HUBBARD CONSTRUCTION	13075000	ORANGE	4348291	71,500	70	5 FC5M	SP	5.171	7.179	
18	13	8.70 SR 5 (US 1) FROM SOUT	COMPA	79190000	MANATEE	4306781	13,600	55	8 UNKW	SP	11.466	6	
27	24	8.40 US 41 (SR 45) FROM E	GLF CONSTRUCTION CORPORATI	01010000	VOLUSIA	4324383	35,000	55	29 FC5M	SP	5.00	3.179	
28	27	8.40 SR548(MEMORIAL BLVD)	ANDERSON COLUMBIA CO., INC	31075000	VOLUSIA	4343191	7,600	55	4 FC5M	SP	5.171	7.179	
29	27	8.30 SR	GUYMANN CONSTRUCTION OF FL	05050000	CLAY	4340432	55,000	55	7 FC3	SP	3.179	6.961	
30	27	8.30 SR	ANDERSON COLUMBIA CO., INC	12090000	LEE	4323121	1,100	70	13 FC125MR	SP	1.293	4.87	
31	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	CHARLOTTE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
32	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	MADISON	4366381	7,337	60	16 FC5	SP	1.293	4.87	
33	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
34	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
35	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
36	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
37	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
38	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
39	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
40	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
41	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
42	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
43	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
44	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
45	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
46	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
47	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
48	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
49	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	
50	27	8.30 SR	ANDERSON COLUMBIA CO., INC	13180000	LEE	4366381	7,337	60	16 FC5	SP	1.293	4.87	



How does Complete Street fit in?

Existing Process



August

September

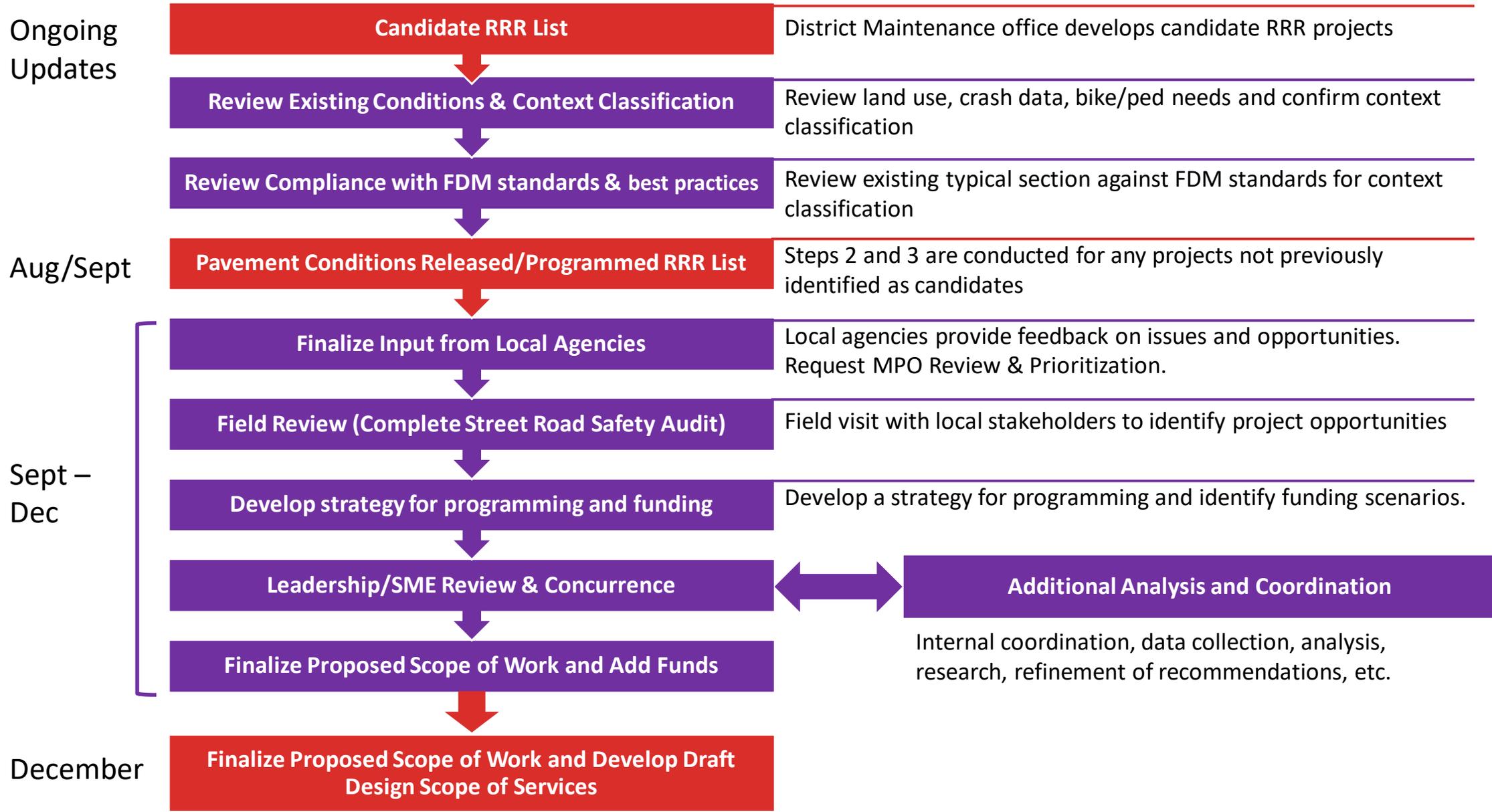
September -
December

New Steps

- Screen RRR Candidates for Complete Streets needs
- Begin coordination with Locals

- Detailed review (RSA)
- Develop programming & funding strategy/scenarios

How does Complete Streets Fit in?



Building a RRR “Goes-With” Scope

Identify list of safety and other opportunities from:

- Road Safety Audit
- Planning screens
- Input from locals



Building a RRR “Goes-With” Scope

Complete Streets is About More Than Just Bike/Ped

Projects are screened for all disciplines

- Traffic operations
- Drainage
- Lighting
- Access management
- Turn lanes
- Signalization

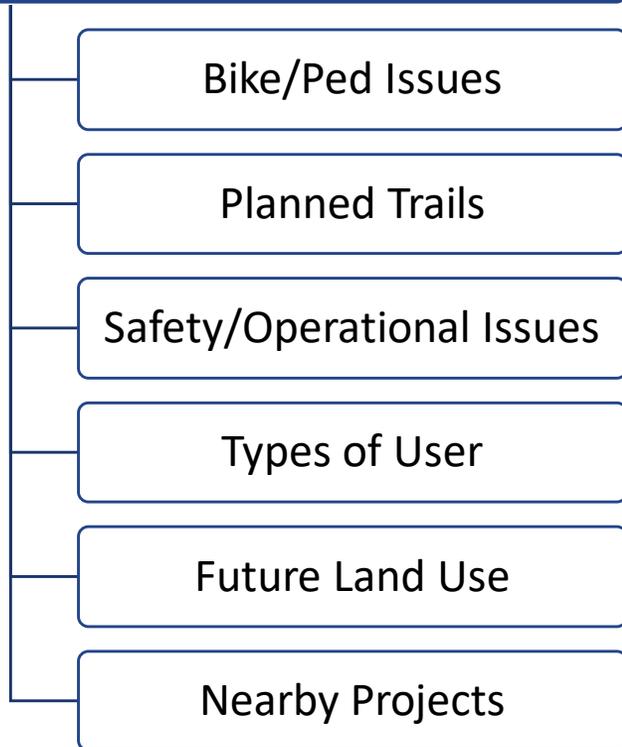


Example: SR 44 Citrus County

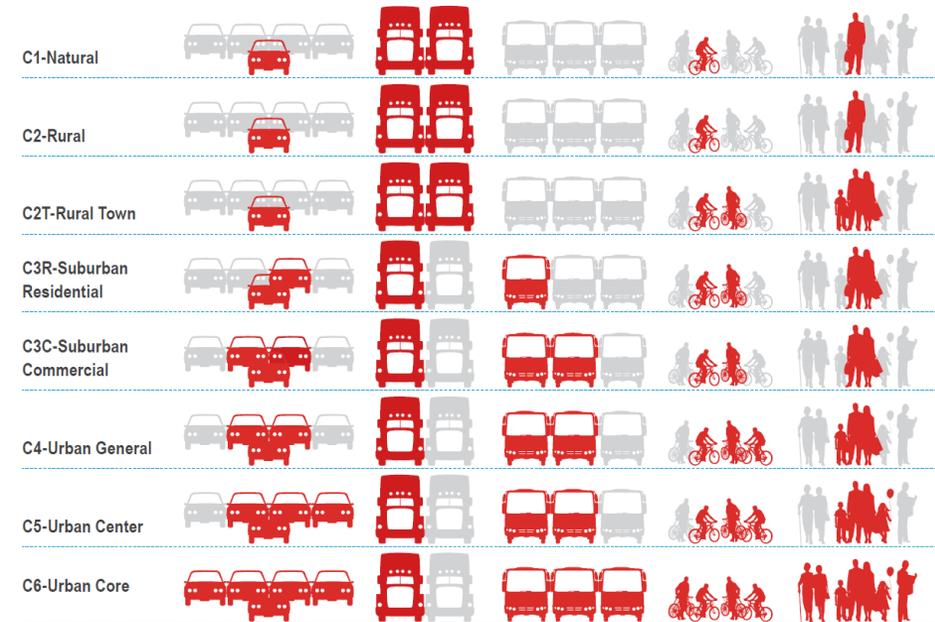
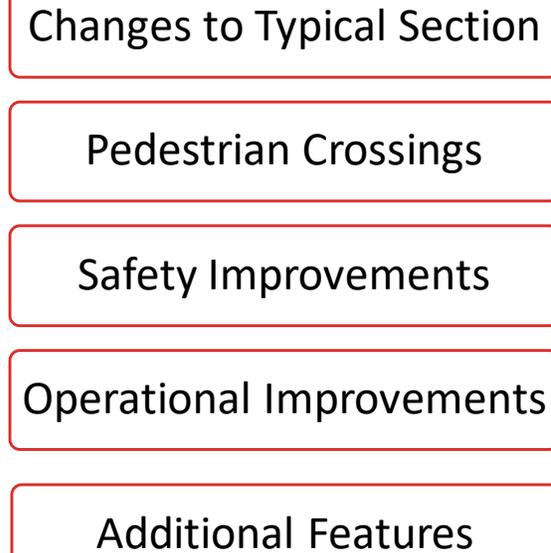
Building a RRR “Goes-With” Scope

Input from Locals & Stakeholders

What do you know?



What would you like to see?



Building a RRR “Goes-With” Scope

Input from Locals & Stakeholders

SHAREPOINT SITE

- View upcoming RRR projects in your jurisdiction
- Get notified when new projects are created

Completing FLORIDA'S STREETS

Search this site

Hello, Juan FDOT

Welcome to the Complete Streets Portal. This site is designed to collect information from multiple agencies which have stakes in the Florida DOT project corridor.

The purpose of the **District 7 Complete Streets Program** is implement the Complete Streets Plan developed by FDOT. This program facilitates collaboration and early communication on identified resurfacing, restoration and rehabilitation (RRR) projects to ensure that these projects satisfy the department's Complete Street Policy with regards to a context-sensitive system of "Complete Streets."

RRR Opportunity*

The resurfacing program provides for pavement resurfacing and rehabilitation to preserve the structural integrity of the pavement. Adding lanes and bridge replacements are not included in this program

A resurfacing, restoration and rehabilitation (RRR) project is undertaken for a variety of reasons, the primary of which is the result of deficient pavement condition. Other reasons for a RRR project include:

- To preserve or extend the life of the existing pavement
- Improve capacity (without adding continuous through lanes)
- Improve operating characteristics
- Site-specific crash reduction
- Section wide crash reduction
- General safety modifications

Generally, RRR projects include:

- Safety improvements needed to address crash problems
- Pavement Resurfacing/Rehabilitation
- Modifications necessary to comply with the American's with Disability Act (ADA)
- Paved Shoulders (on rural roads)
- Improvements to roadside barriers and guardrail necessary to meet minimums standards
- Design Exceptions require Central Office approval
- Improvements to bridge rails necessary to meet minimum standards. Design Variations require Central Office approval
- Traffic Signal Mast Arms within the mast arm policy area where existing strain poles require replacement/relocation

Project List

Project JUAN-0001
Project Description:
Sample Project
Project Response Status: **Open**
[View Project](#)

Project JUAN-0002
Project Description:
This is test number 2
Project Response Status: **Open**
[View Project](#)

Project JUAN-0003
Project Description:
This is sample project 3
Project Response Status: **Open**
[View Project](#)

Building a RRR “Goes-With” Scope

Input from Locals & Stakeholders

SHAREPOINT SITE

- View upcoming RRR projects in your jurisdiction
- Get notified when new projects are created
- Provide project feedback

1) List any issues with existing bicycle/pedestrian facilities and network connections in this area. This includes gaps in sidewalk or trail networks as well as roadway crossings.

Agency Responses:

Agency: Pinellas County, **Responder:** Joan Rice

Response: There are no bicycle lanes as the speed is high. The sidewalks could be wider to accommodate passing people.

3) Are you aware of any safety issues that should be analyzed addressed?. If so, please describe.

Note: For preliminary crash data summary, see Context Classification Report in Project Documents section above.

Agency Responses:

Agency: Pinellas County, **Responder:** Joan Rice

Response: Sight visibility with overgrown medians. The north 5 or 6 medians are part of a landscape project that will clean out some of the growth. Michael Kidde, D7 Landscape Architect knows about this project.

Building a RRR “Goes-With” Scope

Input from Locals & Stakeholders

PARTICIPATE IN FIELD REVIEWS

- Understand challenges first hand
- Hear from stakeholders with other interests and priorities



Building a RRR “Goes-With” Scope

Leverage Flexibility in the FDM

This chapter does not apply to projects programmed as Maintenance Resurfacing projects or

Florida Design Manual Chapter 114 Resurfacing, Restoration and Rehabilitation (RRR)

114.1.1 Proposed Improvements (Type of Work)

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

- (1) Safety improvements needed to address crash problems.
- (2) Pavement Resurfacing/Rehabilitation.
- (3) Modifications necessary to Comply with the Americans with Disabilities Act (ADA).
- (4) Paved Shoulders

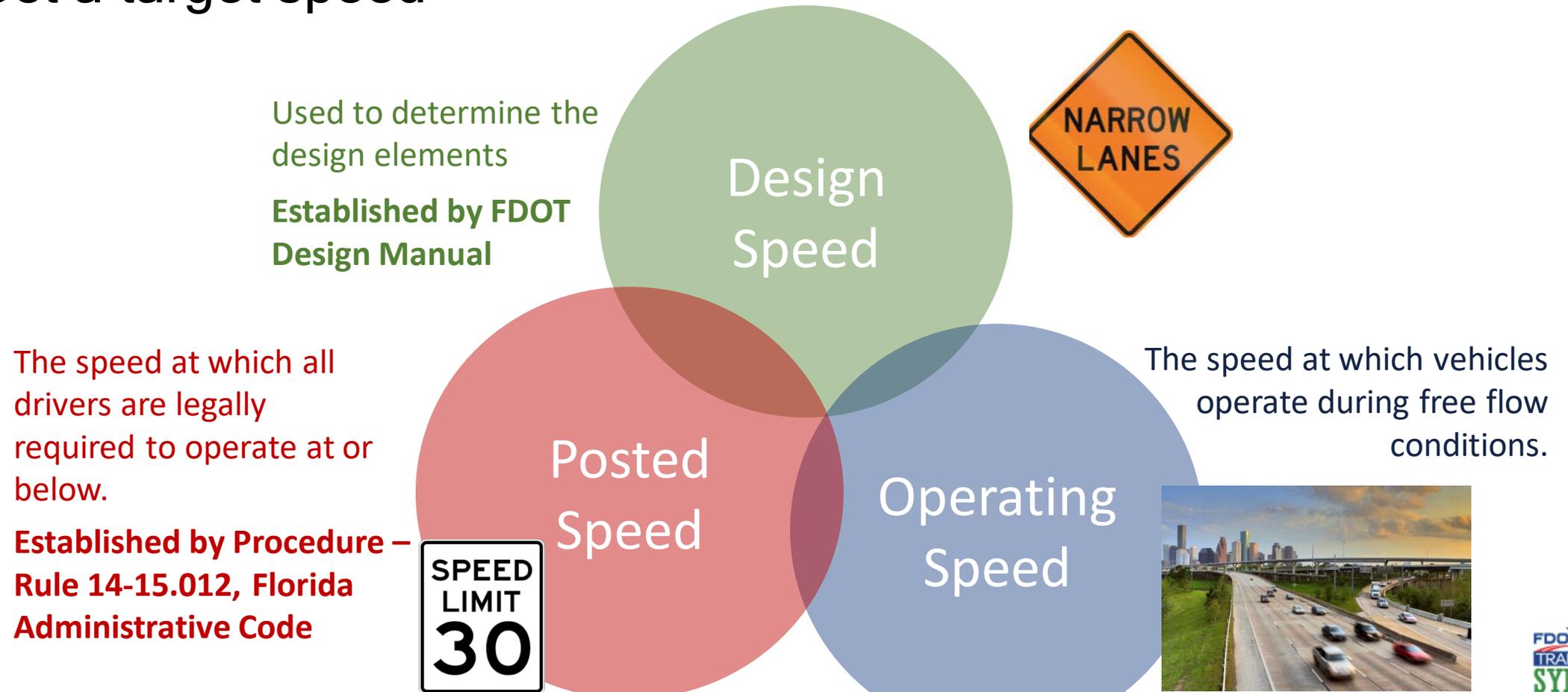
Many safety items can be absorbed as part of a typical RRR scope of work

Building a RRR “Goes-With” Scope

Leverage Flexibility in the FDM - Retrofit

Document design speed, posted speed, and allowable range

➤ Set a target speed



Building a RRR “Goes-With” Scope

Leverage Flexibility in the FDM

Built-in flexibility to do more on resurfacing projects

- When posted speed exceeds the allowable range, roadway elements that **encourage lower operating speeds** should be included with the project
- **Width of the bicycle lane** depends on the width of the available roadway pavement
- Sections of **raised or restrictive medians are recommended** on RRR projects

Cost Estimating - “Goes-With” Improvements

Estimate Early, Update Often

Long Range Estimates should be completed after Road Safety Audit report

Date: 9/21/2018 9:46:54 AM

FDOT Long Range Estimating System - Production R3: Project Details by Sequence Report

Project: 441685-2-52-01

Letting Date: 01/2099

Description: SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

District: 07 County: 02 CITRUS Market Area: 07 Units: English
Contract Class: Lump Sum Project: N Design/Build: N Project Length: 4.296 MI

Project Manager: Alex Henry

Version 1-P Project Grand Total **\$681,517.18**

Description: SR 44/Gulf to Lake Highway from US 19 to E of NE 10 Ave Corridor Improvements.

Sequence: 1 NDU - New Construction, Divided, Urban Net Length: 0.380 MI
2,006 LF

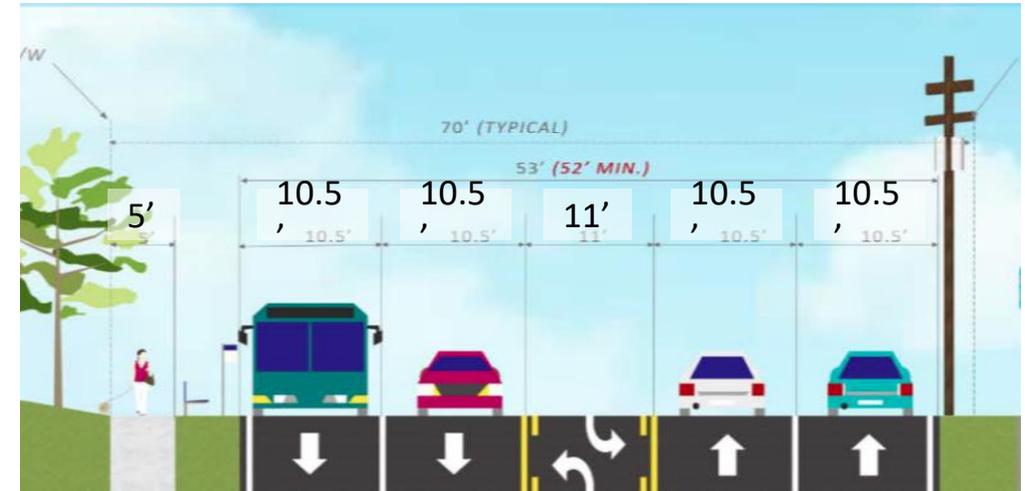
Description: Construct midblock crossings with refuge islands and overhead RRFBs at SR 44 and 8th Ave and 9th Ave.

RRR Goes-With Something Is Better Than Nothing

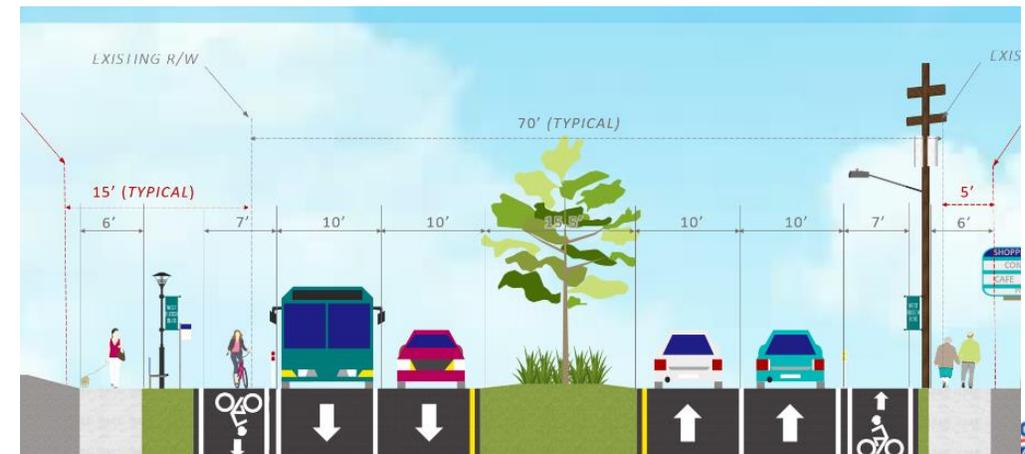
Busch Blvd

- 3.3 miles corridor
- City of Tampa and unincorporated Hillsborough County
- Corridor Planning Study recommended reconstruction to add median and bike lanes and fill sidewalk gaps

Existing Typical Section



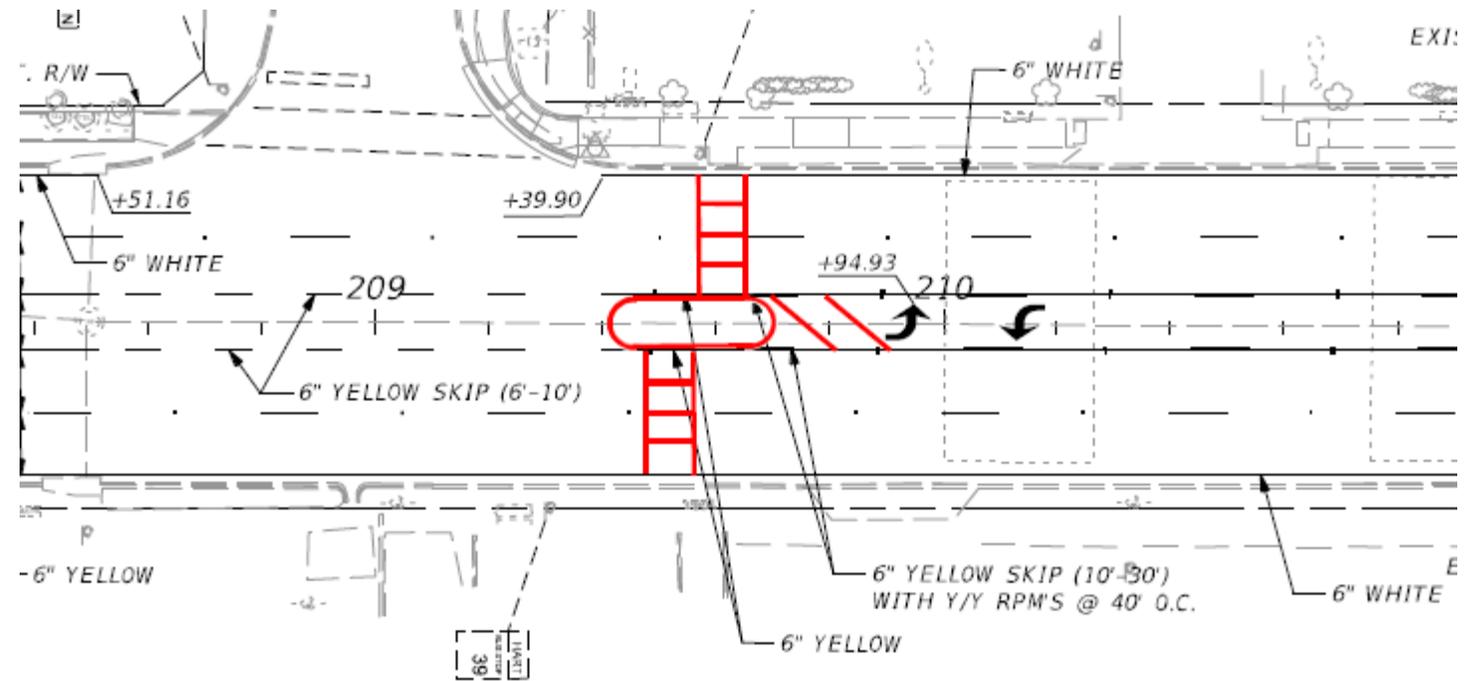
Long Term Vision



RRR Goes-With Something Is Better Than Nothing

Busch Blvd

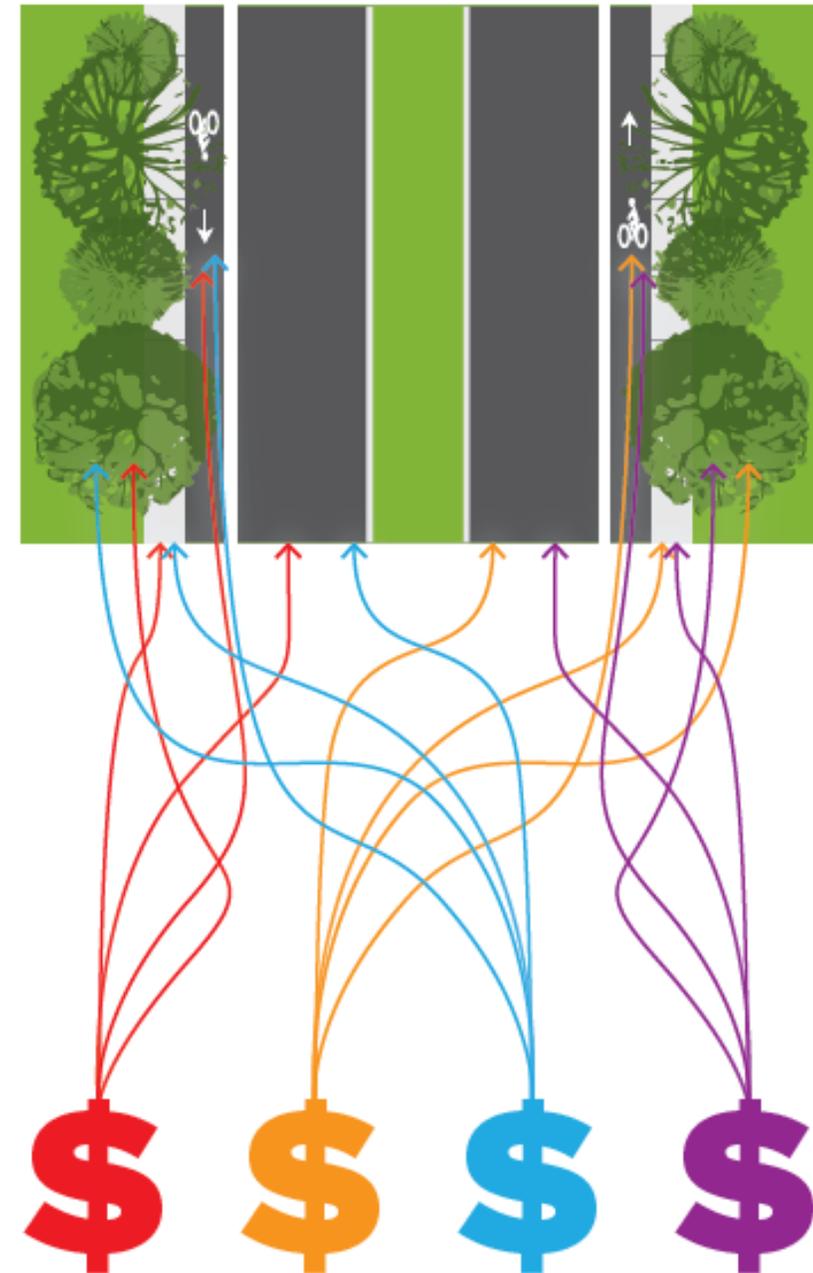
- Resurfacing project with construction to begin late Spring 2019
- Includes spot safety enhancements including spot medians and pedestrian crossings
- Continue to advance long-term vision through production process



What About Funding?

MPO Opportunities

- Funding allocated for RRR can typically not be used for additional elements
- Federal, state, and local sources can be added



What About Funding?

MPO Opportunities

If projects are on the MPO priority lists, it opens additional funding opportunities and local awareness

2019 Hillsborough MPO List of Priority Projects

2018 Priority	FPN	2040 LRTP Reference	Project Limits	Project Description	F
10		Reduce Crashes	Busch Blvd (Dale Mabry to 56th)	Safety Enhancements	
11	436419 2	Reduce Crashes	MLK Urban Corridor Improvements	Safety Enhancements	
12	436489 1 437645 1 437645 2	Reduce Crashes	Kennedy Blvd (Westshore to Brevard)	Walk/Bike Safety	

What About Funding?

State Funds Reserved for Complete Streets

- Lane mile allocations for RRR projects to be used per FDM
 - Additional items of work to be funded with District Funds
- District 7 made a commitment in 2017 to implement Complete Streets

What About Funding?

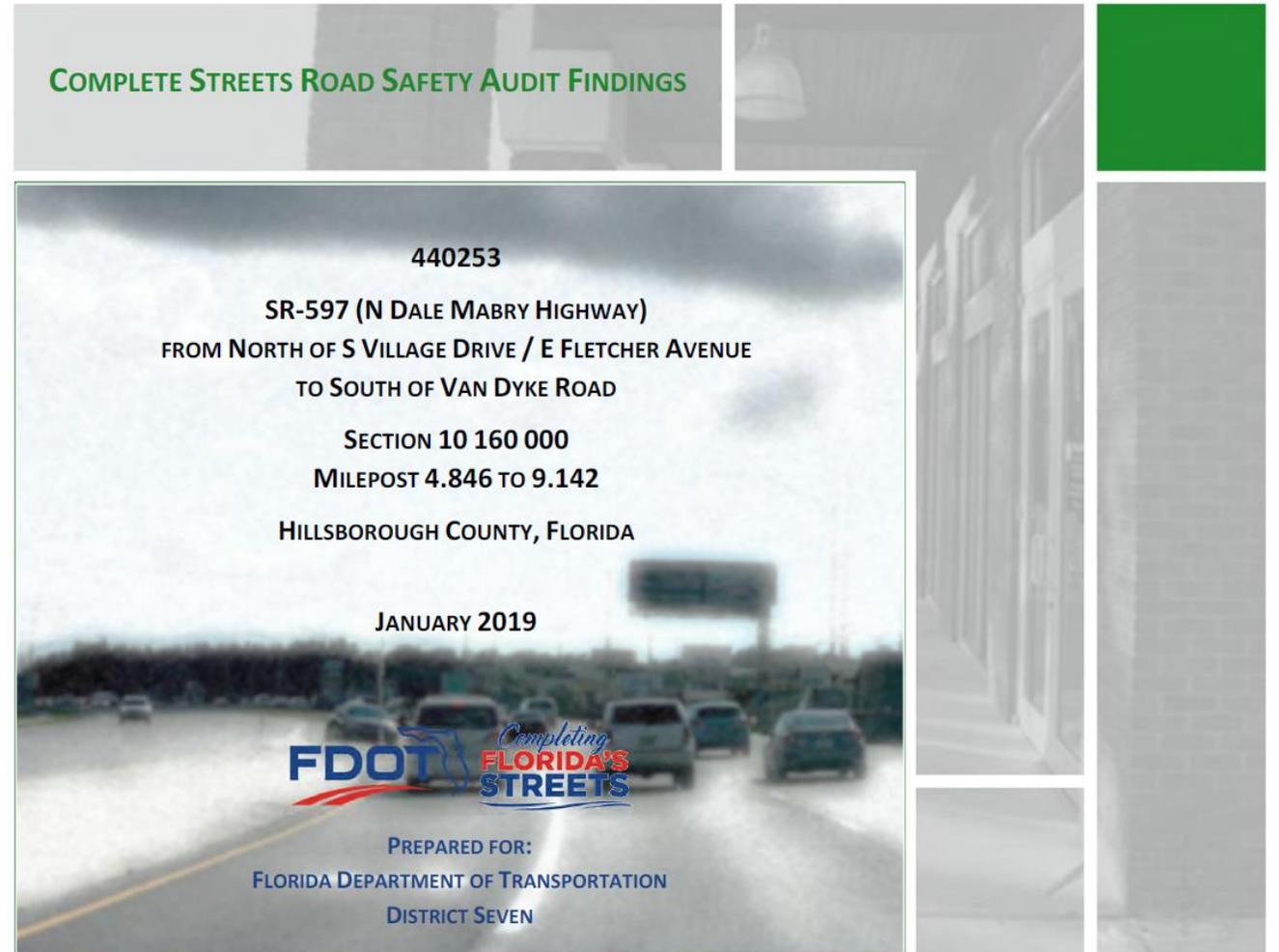
State Funds Reserved for Complete Streets

- District created a Complete Streets Reserve Box in outer years
 - \$5 million of district allocated funds originally approved
 - Future amount will be adjusted based on anticipated need
- Utilize reserved funds to add Complete Streets elements of work to RRR projects.
 - Must keep separate from RRR using separate sequence

FPID XXXXXX-X-52-02

Construction Costs

- District completes “worst case” LRE using Complete Streets study (separate from RRR LRE)
- Prioritize recommendations if not enough \$\$ to do everything



Construction Costs

- Programming as a -52-02 allows
 - One set of plans - quantities separated in quantity boxes
 - 2 LREs
 - 2 projects in AASHTOWare
 - One specs package
 - -02 can be easily “turned off”
 - Allows District to track and report on multiple work types

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FINANCIAL PROJECT ID 434841-1-52-02
FINANCIAL PROJECT ID 434841-1-52-03 LOCA
(FEDERAL FUNDS)

FINANCIAL PROJECT ID 434841-1-52-01

HILLSBOROUGH COUNTY (10080)

STATE ROAD NO. 60/W KENNEDY BLVD

FROM W OF BREVARD AVE TO W OF MERIDIAN AVE

(US BUS 41/SR60/685/45/W KENNEDY/JACKSON/NEBRASKA/ASHLEY)

Design Costs

District decision and is subjective

- If only minor work being added, absorb under the -32-01 (RRR PE)
- If a larger effort, utilize reserve Box and add -32-02 (CPST PE)

If all else fails...

- Include as optional services in design scope of services

Program Management Rules of Thumb & Work Program Instructions

- RRR allocations are to preserve our pavement system
- Different program numbers utilized in FM to track work type
- Each project sequence is limited to one program number:
 - 02 - Roadway
 - 03 - Bridge
 - 04 - Bridge Repair
 - 05 - Roadway Resurfacing
 - 06 - Safety
 - 07 - Traffic Operations

Programming

- RRR project example
- Utilized 3 sequences
 - RRR
 - Safety
 - Complete Streets

Item/Segment: 434841 1 Status: 096 CONST
 Desc: SR 60/W KENNEDY BLVD FROM W OF BREY
 Trans System: 03 INTRASTATE STATE HIGHWAY
 Begin Search At Phase: 5 2 FP Seq: ___

Ver	Phase	FP Seq	Year	Fund	Pgm	PDC Amount
AD	5 2	01	2017	DDR_	05	___2,904,196
			2017	DS__	05	_____152,536
			2018	DS__	05	_____17,461
			2019	DDR_	05	_____39,819
		02	2017	DS__	06	_____20,000
			2017	HSP_	06	__1,517,832
			2018	DS__	06	_____451
			2018	HSP_	06	_____1,846
			2019	DS__	06	_____64,460
		03	2017	DDR_	02	_____21,900
			2017	LF__	02	_____31,469
AD	5 2	03	2017	SA__	02	_____207,353
			2017	SU__	02	_____600,605
			2018	DDR_	02	_____193
			2019	LF__	02	_____148,531
			2019	SU__	02	_____254,644

Pre-Planning

- Continuing to use existing District RRR process
- Adding new steps to process to address Complete Streets Policy
- Requires continuous coordination among multiple offices and external partners
- This coordination must be done quickly and efficiently, or will miss opportunity!

Cost Increases After Design Begins

- Design cost increases
 - Utilize contingencies
- Construction cost increases
 - Try to leave some funds in the reserve Box for future increases
 - Communicate with Work Program - use contingencies
- It never hurts to ask for additional funds
- If additional fund are not available, may need to reduce scope
 - Something is better than nothing

Lessons Learned

- Each district operates a little differently but generally follow the **same rules** (Work Program Instructions, FDOT manuals, Targets)
- **Funding is a challenge** that requires multiple offices in the District, but it is **not a barrier**.
- New funding isn't always needed - but most funds have strings. Its a matter of getting the **right type of funds plugged into the right project**.
- **Consolidated project scoping** process helps
- Get the **locals & MPOs** on board with the goals
- Early and often **communication**

Jackson Street (Downtown Tampa)

PROJECT BACKGROUND

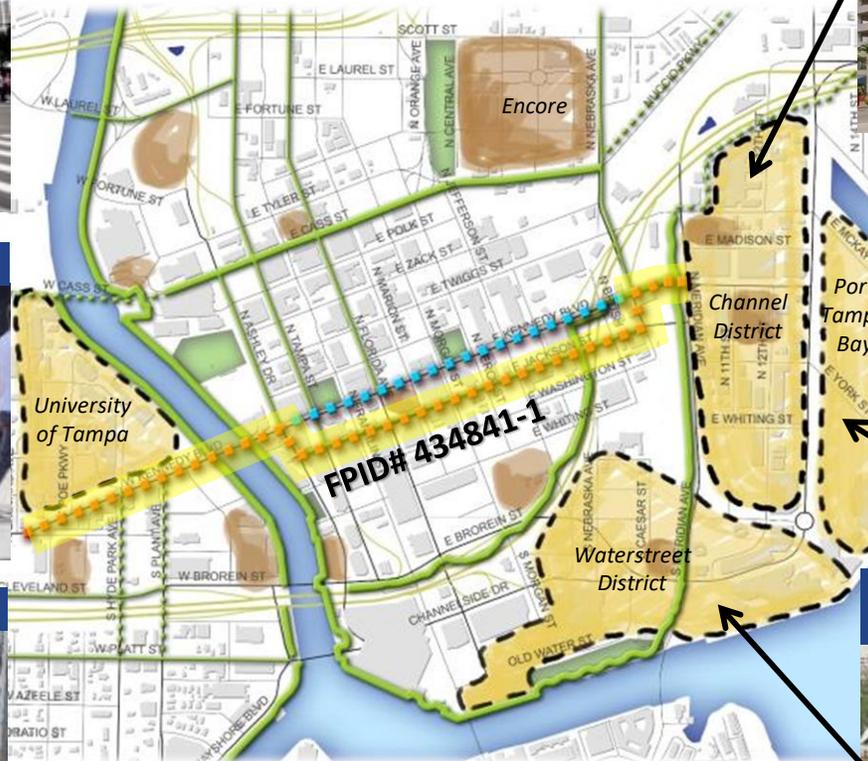
Transit



Walking



Bicycling



Channel District



Port Tampa Bay Channel District Redevelopment

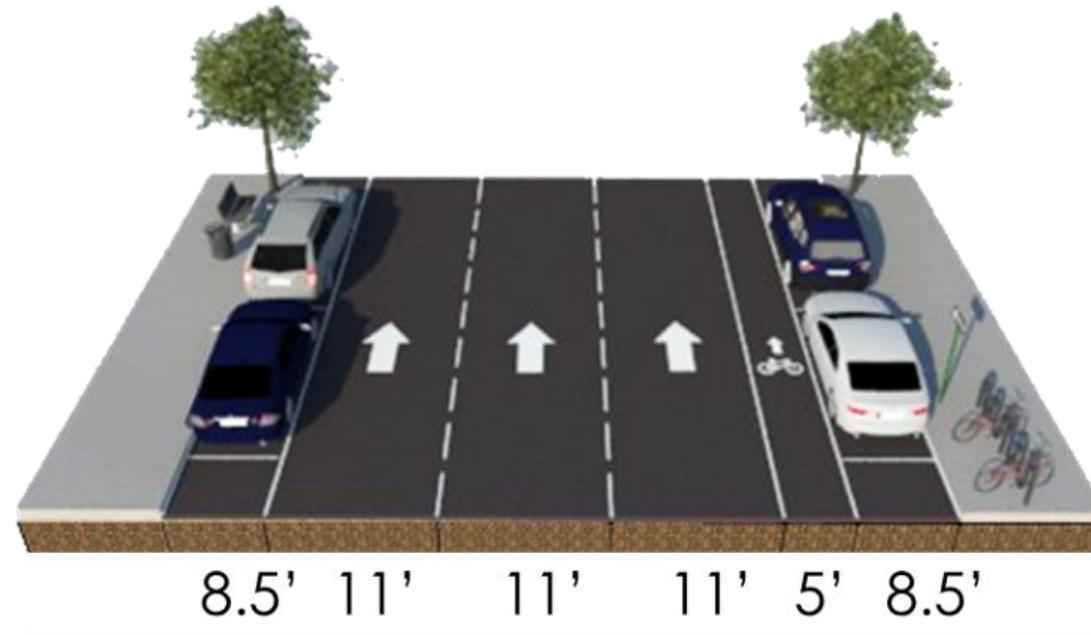


Channelside Waterfront Redevelopment



PRIOR CONDITION

- 3 travel lanes with parking on both sides and an eastbound bike lane



- There is **no bike lane on Kennedy Blvd** (parallel westbound roadway)
- Identified need for two-way bicycle facility during resurfacing

Public and Stakeholder Engagement

- Develop Graphics
- 17 Stakeholder Meetings
- 4 MPO Committee Meetings + MPO Board
- 1 Public Meeting
- Significant Coordination With:
 - City of Tampa Economic Development and Transportation
 - Tampa-Hillsborough Expressway Authority



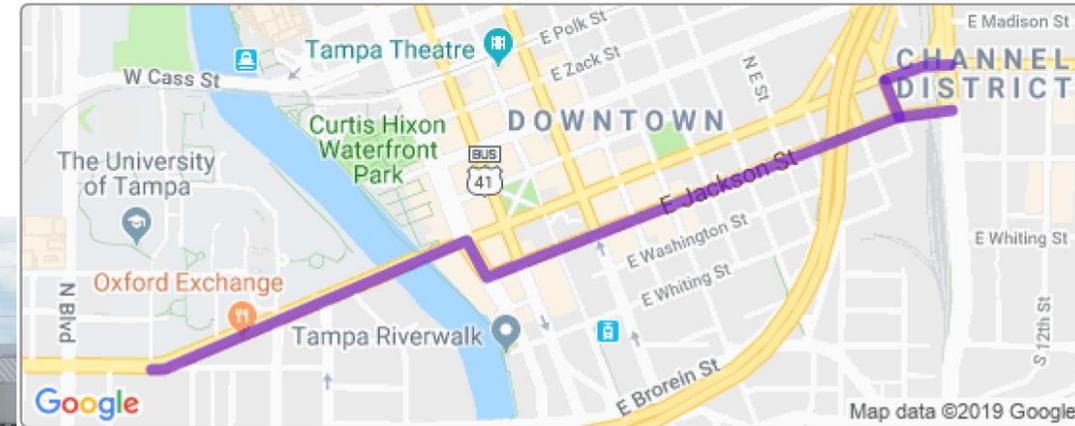
EXISTING



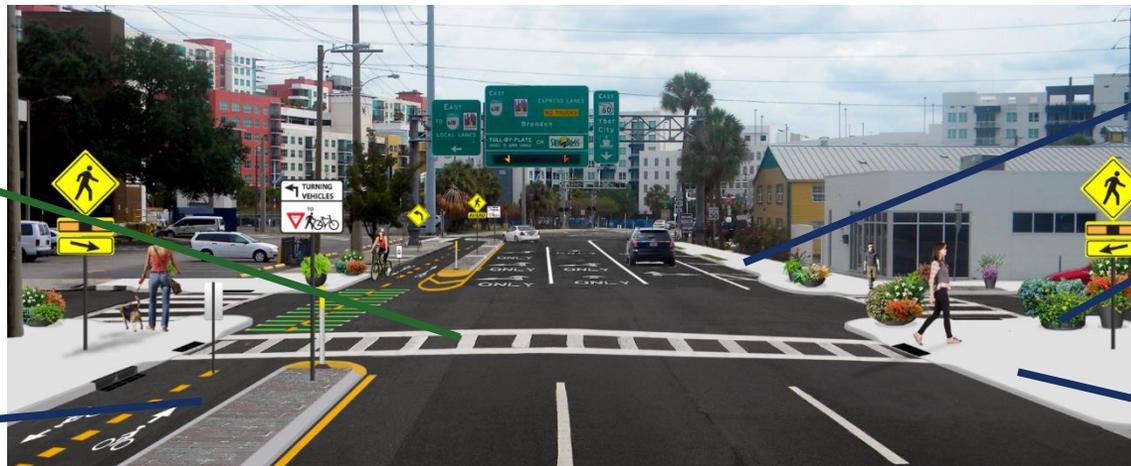
PROPOSED

Jackson Street (Downtown Tampa)

Proposed Changes



Before



After

Resurfacing

Minor drainage improvements

Upgraded signing and paving markings

Lane reduction and two-way protected bike lane

New traffic signal with pedestrian crossing at Governor St.

Upgraded sidewalks and curb ramps

Landscape pots/ planters (movable)

Curb extensions

Jackson Street (Downtown Tampa)

Cost Considerations

- In-house design
- Total CST cost (phases 52 & 57) = approx. \$5.7M
- Majority of the additional cost was associated with:
 - curb extensions/bulb outs at nearly every intersection
 - associated drainage impacts
 - traffic separator and supplemental signal heads associated with the two-way bike lane (cycle track)
- Project was broken into three sequence numbers to separate the resurfacing costs from the “complete streets” costs.

Funding Solutions

- FDOT used state and federal funds to cover 100% of the cost; no local funds were used
- District Safety Office secured HSP funds to cover some of the additional costs
- Hillsborough MPO supported the project and allowed SU/STP funds to be applied to the complete street features and cover balance of project cost

Project Status

- Construction complete October 2018
- Contact information for persons familiar with the project
 - Stephen Benson
 - Tana Johnston-Schultz (Design PM)



Jackson Street (Downtown Tampa)

US 41/ N. 40th Street (East Tampa)

PROJECT BACKGROUND



- 6-lane divided with no on-street bike facility
- Restriped during 2017 resurfacing project
- Converted to 4-lane divided with 7' buffered bike-lane

Additional Improvements



- Reconstructed four existing span wire signals with mast arms
- Upgraded sidewalks and curb ramps, replaced broken sidewalks, and closed abandoned driveways
- Minor drainage improvements
- Added median landscaping
- Subsequent Landscape project currently underway

Funding Considerations

- In-house design
- Total CST cost (phases 52 & 57) = approx. \$5.9M
- All improvements were absorbed into the overall resurfacing project cost

Questions?

PPRs: Setting Up the Project in Work Program

List below the current LRE* costs by functional component as follows. All amounts are unrounded pre-PS&E Present Day Costs (PDC).

Phase 52-01				Phase 52-02			
ROADWAY: \$			\$ 2,649,431.43	ROADWAY: \$			\$
SIDEWALKS: \$			\$ -	SIDEWALKS: \$			\$ 491,069.64
BRIDGE: \$			\$ -	BRIDGE: \$			\$ -
TRAFFIC:			\$ -	TRAFFIC:			\$ -
SIGNALS: \$			\$ 37,677.03	SIGNALS: \$			\$ -
LIGHTING: \$			\$ -	LIGHTING: \$			\$ -
SIGNING: \$			\$ 113,447.45	SIGNING: \$			\$ 1,906.98
PAVEMENT MARKINGS: \$			\$ 90,390.46	PAVEMENT MARKINGS: \$			\$ -
ITS: \$			\$ -	ITS: \$			\$ -
DRAINAGE: \$			\$ 139,770.80	DRAINAGE: \$			\$ -
LANDSCAPE & HARDSCAPE: \$			\$ -	LANDSCAPE & HARDSCAPE: \$			\$ -
WALLS: \$			\$ -	WALLS: \$			\$ -
UTILITIES: \$			\$ -	UTILITIES: \$			\$ -
TURN LANES & MEDIANS: \$			\$ -	TURN LANES & MEDIANS: \$			\$ -
M.O.T.: \$			\$ 242,457.37	M.O.T.: \$			\$ 39,438.13
MOBILIZATION: \$			\$ 261,853.96	MOBILIZATION: \$			\$ 42,593.18
PROJECT UNKNOWNNS: \$	Pre-Design	15%	\$ 530,254.28	PROJECT UNKNOWNNS: \$	Pre-Design	15%	\$ 86,251.19
INITIAL CONTINGENCY: \$			\$ 50,000.00	INITIAL CONTINGENCY: \$			\$ 33,062.96
TOTAL: \$			\$ 4,115,282.78	TOTAL: \$			\$ 694,322.08